

NATIONAL SWALLOW CLASS ASSOCIATION

Affiliated to the Royal Yachting Association

Minutes of the 2010 AGM held at ISC on Saturday 1 May 2010

1. Apologies for absence

Apologies had been received from Jeremy and Gilda Buckwell, Andrew Dunlop, Liz and Murray Fox, Debbie Gardner, Richard Keane, Bobby Rusack, Simon Slater

2. Election of Officers

Nigel Glennie was proposed as Hon Sec of the Class and this was agreed. The Chairman thanked Pauline Russell for her hard work as Hon Sec over many years. The chairman said that Tom Clarence Smith had now served for three years on the Committee and due to pressure of work was no longer able to continue as a Committee member. The Chairman thanked Tom for all his contributions to the work of the Committee over the last three years. In addition the Chairman mentioned that his stint as Chairman expired at the end of 2010 so the Committee would be looking to replace Tom now and for a new Chairman by the end of the year.

3. Chairman's update

The Chairman mentioned the following

(a) We need to decide what to do in the future to promote the Class. The Committee had discussed this. Tony Bridgewater had made some alterations to the Club Programme and we now had Geese and Swans at ISC

(b) Nationals venues. This year we would be at the mainland based Royal Southern. The Chairman asked Richard Thompson to speak on the subject. Richard said that Royal Southern had promised a "Grade 1" session. We would race to Royal Southern on the Friday and race on Saturday and Sunday. Richard asked what the Class wanted to do about eating on Friday evening and Saturday evening. On the Friday evening we could be at Royal Southern or go to a local pub and on Saturday we could have either a formal dinner or an informal evening. A show of hands showed a preference for going to a local pub on Friday evening and an informal evening at Royal Southern on Saturday evening. Richard said he would arrange something.

A show of hands indicated that some twelve boats would be going to the Nationals (of the eighteen boats represented at the AGM)

Guy Knight asked if the Cowes bursary could also be offered for the Nationals. It was agreed that in principle this would be a good idea

Carolyn Brigg asked if we would be having a mother ship. Tony Glover said that Betivuka should be available to escort us over to Royal Southern on the Friday and back again on the Sunday afternoon

Mike Wigmore asked if transport would be available to take people to and from Royal Southern if they wanted to stay at home overnight. It was agreed that the people wanting to do this should make their own arrangements

Tony Glover asked how much the Nationals were going to cost. Richard Thompson said that the entry fee was £125 per boat to include race management, pontoon mooring and Hamble River harbour dues

The Chairman said that in 2011 we would be going to Bembridge and the date had already been booked (subsequently confirmed as 10-12 June 2011).

4. Minutes of the last AGM.

These were approved. Proposed by Richard Thompson and seconded by Carolyn Brigg. There were no matters arising.

5. Treasurer's report.

Richard Jackson said that we were putting money towards mould replacement. We had about £5000 in Premium Bonds.

Malcolm Green asked how we made a profit out of Cowes week. Richard Jackson said that this was money the Class had collected for extra days mooring but which had never been billed by the Cowes Harbour master so the Class had kept it

Richard Thompson asked if the booms and spinnaker poles held at Haines had been measured. It was agreed that the Committee would check

Carolyn Brigg asked if the spare mast held at Haines could be measured. Richard Thompson said that the answer was "No" as the mast measurement depended on the floor to deck camber in the individual boat

Carolyn Brigg asked if a spare mast had been ordered as she had used one earlier this season when she had broken her mast. The Chairman said he would check.

The accounts were accepted unanimously.

6 Update and discussion on updating the Swallow rig

The Chairman opened the discussion by saying that Guy Knight would shortly be giving a presentation which some members may have heard before at the January informal meeting. He said that this was not a Committee activity as such as all Class members must be interested and it would be a members decision. If there was approval then the

Committee could sort out the technical bits. He stressed that all members should try out the trial sails before reaching a decision. We could have a bigger jib and Dick Batt had been asked to make one. This would still have smaller sheet loads because it will sheet further forward. We could have a main which helps everyone in light weather and light people in heavy weather. We needed to think where we would be in 10 years time - new sails or still with the existing sails.

The Chairman also mentioned the reason why we were only going with one sail maker. He said that we had a choice; one sailmaker with a cooperative process or a competitive process with a number of sailmakers. The Committee had chosen to go with one sailmaker, namely Dick Batt, who had made the trial sails at no cost to the Class. Dick Batt had lost a lot of orders for new sails this year as a result of people waiting to see what the outcome of the current trial is. When a final design had been chosen other manufacturers would have the opportunity to make sails.

Guy Knight then made a presentation which included a powerpoint presentation which showed the existing rig and what was proposed.

There was then a lengthy discussion

Richard Thompson said there needs to be an objective so that by making the changes it doesn't make the heavy weights faster when it blows. Guy Knight said that he had found that in a Force 3 the sheet loads were lighter and it would take away the advantage of having a heavier crew. Richard Thompson said that there were differences between having lighter sheet loadings and heeling moment. The Chairman said that if we just changed the jib the heeling moment would be increased but by having a different main as well that would be redressed. Guy Knight said that it was much easier to flatten the boat off with the new sails and he had found when sailing other types of boat where he had used both Dacron sails and sails made of modern materials that it was not necessary to reef with the modern materials whereas it was necessary with the Dacron sails

Mark Struckett thanked the Committee for its hard work. He said that he didn't think that we should change the sails if the eventual decision was a marginal decision. All the people who had tried the sails need to be in favour. Guy Knight said that he agreed and that all the emails he had received had been favourable. He said that this was a one off opportunity to improve the boat. The Chairman said that technically we could have a simple majority but that he hoped that it would be a much greater majority

Chris Creak asked if the jib was in the same material as the main as it might look better. Guy Knight said that it was not the same material as jibs often were flogged and modern materials do not like being flogged. But the jib looked much the same as the main, as it did on the RS200s who had the same material.

Malcolm Green asked if we had asked other sailmakers not if the proposed shape of the sails was good but if sail materials have improved and if there are advantages to the Swallow Class in changing. In that context Mike Wigmore said that we seemed to have excluded other sailmakers who had asked to be involved. Guy Knight said that we had come up with a set of parameters - there were restraints such as the back stay - and they would modernise the boat. Malcolm Green said that he thought that we should ask at least four other sailmakers if we have room to improve the Swallow sails because of new materials.

Mike Wigmore said that he didn't feel that last year there was a groundswell of opinion to change the sails. It was essential not to rush it. He said that it was difficult to believe that the boat would be easier to sail. Decisions had to be made on what sort of cloth should be used, others may disagree, and he couldn't believe that we could decide by September. The Chairman said that he didn't think that having another suit of sails from another sail maker would help. With regard to timing there was the problem about what to do next year if we didn't make a decision this year

David Leon said that we can't delay this. Lets go for a decision in September and if necessary extend it if there had not been sufficient time to try out the trial sails. The Chairman agreed

Mark Struckett said that he had not spoken to Mike Wigmore about this but he agreed that there must be a good reason to change the sails

Guy Knight explained that the Flying Fifteens were also changing their sails and were considering a bigger mast. We had restraints eg the size of mast which we did not want to extend

Mike Wigmore asked who he should send his comments to. Guy Knight said that they should be sent to him. Mike asked if the comments could be published. Richard Thompson said that he thought that the Club facilities were such that they could be published. Mike said that there were many technical matters to be consider

Tony Glover asked when a new trial jib could be produced. The Chairman said as soon as possible. Guy Knight said that the second trial jib could increase the luff length by about 400mm and either keep the clew where it is, or make the back of the sail wider so that the back line ran parallel to the existing line (so that the clew would move backwards). Guy would prefer the second option as if the longer sail did not work it could be shortened with a hot knife

There was a discussion on when the trial sails could be used. It was agreed that we could not use them in major events ie Cowes, the National Championships, the Norman Moore, the Belgique and also Points week

Andrew Reid said that he had used the trial sails the previous weekend and they were a delight to use. Richard Thompson said that he had been racing in company with Andrew Reid and he had noticed that Andrew's boat had a significantly higher pointing angle with the new sails

Carolyn Brigg asked how the new sails could be booked. Tony Bridgewater said that on the Class page on the ISC website there is a calendar and a column for booking the sails. Members should see when the sails were free and should email Tony with the date they wanted to use them and he would put their booking on the web page

7. Opportunities for promoting the Class in 2012

The Chairman said that there should be an opportunity for doing something in 2012 in connection with the Olympics bearing in mind that the Swallow was the 1948 Olympic boat. He asked if anyone had any ideas. Tony Glover said that he thought that getting past Olympians along to ISC to race Swallows would be a good idea. David Leon said that we could sustain the promotion for the whole Olympic year. Chris Creak said that he would not want this to disrupt the whole sailing season. The Chairman asked if anyone would like to volunteer to help make it happen but nobody volunteered.

Carolyn Brigg thanked the Chairman and the Committee for their hard work

The meeting ended at 7.30pm